

CLOUD LIFTED FROM RAILROAD

Bill Relieving the Road of Possible Forfeiture of Charter Pass Senate

WILL DEVELOP A RICH COUNTRY

The Measureless Wealth of Clinch Valley Brought in Touch With Seaport by the South and Western Railway Co. Now On Solid Basis.

Relieved finally and for all time of the overhanging danger of forfeiture of its charter, the South and Western Railway, under a bill unanimously passed in the Senate yesterday and at once communicated to the House of Delegates, which will unquestionably take similar action, will proceed forthwith, at the cost of millions of dollars, to complete its line connecting the vast Clinch Valley coal fields of Virginia with a seaport outlet on the coast of North Carolina.

After a career of some fifteen years, checked by losses and litigation and exploited at some length in Federal and State courts, the company is again on a firm financial footing and backed by a powerful array of Northern capital, is prepared, without further delay, to push on with the work begun more than a full decade ago. In fact, operations are already under way, and with two thousand men or more at work, the line is creeping across and beneath the mountains of North Carolina on its way to the sea, and reaching out at the Virginia end as well, accomplishing an engineering feat of no small moment and at the same time slowly but surely opening the way to an important development of a great section of this State. But among the other difficulties it has had to face, the company has been confronted with this possible forfeiture of its charter, because financial embarrassments at a critical time prevented it from meeting the conditions of the original grant of incorporation.

The threat has been made by a rival corporation, and while the attack was repelled, a doubt still existed, sufficiently serious to frighten capital away. With a view to removing the complication beyond all question and with a thoroughness that will effectually prevent a further movement against the road from this direction the bill passed yesterday out of its order was introduced.

"The road," declared Judge Phlegar, of Montgomery, vice-president of the South and Western, in explaining the measure to the Senate, of which he is a member, "is preparing to issue bonds and spend large sums in completing the line. But capital is timid, will not accept the opinions of attorneys and will be satisfied with nothing less than an act of the General Assembly removing this doubt. This bill does not prevent or in any manner interfere with the construction of the rival road. The attorneys of this road have been here and have informed me after consultation that they had decided not to make a fight. So far as I have been able to learn they are now making no opposition. With this bill enacted the South and Western will simply go on with the work it has begun and any other road can build a line that desires one."

Behind the bill, which was passed immediately after the explanation by Judge Phlegar, all the senators present voting in the affirmative, lies a history interesting of itself apart from the fact that it is connected with so important a matter as the opening and development of vast coal lands in Virginia.

This history has its beginnings more than twenty-five years ago, and in fact had its roots in events even further back. But for all practical and present purposes, the trials and successes of the South and Western may be said to have begun when the old Three C's road—Cincinnati, Columbus and Charleston—secured its charter back somewhere about 1880. Setting out to build a road from the Northwest to the Southern seaboard, with Charleston, S. C., as the objective point, the Three C's graded extensively along the Clinch River in Virginia and to some extent also in Tennessee. But the road was caught heavily in the panic in which Barling Brothers, the great English firm, went to the wall. As a result of this embarrassment the Three C's was sold out, and was purchased by the Ohio River and Charleston Railway Company.

Forty Miles in Operation.
Under the new management about forty miles of the road were put into operation from Johnson City, Tenn. Some time after this, George L. Carter and others secured control of the line, along with the old grades of the Three C's, and set out to build a road to Southport, which is at the mouth of Cape Fear on the Atlantic seaboard. Three charters were

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MRS. THOMAS FORTUNE RYAN.

MRS. THOS. F. RYAN IN CITY TO-DAY

Will Doubtless Visit Beautiful Cathedral Her Husband is Building.

TRAVELING IN PRIVATE CAR

Bishop Van de Vyver and Others Call on Her at C. & O. Depot.

Mrs. Thomas F. Ryan, wife of the noted Virginia millionaire, and financier, will spend today in Richmond. Mrs. Ryan reached the city last evening in her private car, Pere Marquette, attached to a Richmond, Fredericksburg and Potomac regular mail train. The car was shifted to the Main Street depot and will remain there until 5 o'clock P. M. to-day, when it will be attached to the Seaboard fast train going North.

Mrs. Ryan came to bring her son, who is at Georgetown, and his comrades to the track meet held last night. She did not leave the car, but received several callers, among them Bishop Van de Vyver. She was not feeling very well, but received her visitors very graciously and they spent some time with her. Many others would doubtless have called but few knew that she was in the city.

Will See Cathedral.

Mrs. Ryan is a church builder. Not long ago she gave the Catholics of Manchester a beautiful church and in giving Richmond the beautiful Cathedral of the Sacred Heart, now nearing completion, her husband has her full sympathy. It is quite likely that she will visit the Cathedral to-day if the weather is fair. It is quite possible that he will attend mass at St. Peter's Cathedral this morning.

Mrs. Ryan is much beloved by the thousands who have been the beneficiaries of her many plans to help those less fortunate than herself. She has had distinguished honors conferred on her by the Pope and notable privileges have been granted.

"ONE-WOMAN-ONE-VOTE" WINS IN CONVENTION

(By Associated Press.)
BALTIMORE, MD., February 10.—At today's session of the Woman's National Suffrage Association an amendment to the constitution permitting one or more delegates from any State to cast the votes of all the delegates called from that State, was lost after a lively discussion in which Mrs. Currier Chapman led the fight in the proposed amendment strenuously advocating what she termed the "one-woman-one-vote" principle. Mrs. Alice Stone Blackwell, and Rev. Anna Howard Shaw opposed the amendment.

Feudists in Fatal Fight.

(By Associated Press.)
HUNTSVILLE, ALA., February 10.—Re Williamson was instantly killed and Jim Williamson fatally shot by Jim Bales this afternoon a few miles north of Paysonville, Tenn. The shooting occurred on the highway and was the outcome of a feud of long standing. All parties are prominently connected.

PRINCELY SUM TO WAGE EARNERS

Skilled Mechanics of Locomotive Works Were Paid \$72,000 Yesterday.

ALL RECORDS WERE BROKEN

Largest Amount of Any Previous Pay Roll Was \$60,000—Vast Sum Spent Here.

The pay roll of the Richmond Locomotive Works for the two weeks ending yesterday was the princely sum of \$72,000. This is not only by many thousand dollars the largest amount of money ever paid out to wage-earners by any other Richmond institution in the same length of time, but exceeds that plant's high water mark by \$12,000.

About eighteen months ago the pay roll at the Richmond Branch of the American Locomotive Works reached \$60,000. But here is an increase of twenty per cent. The enormity of this sum may, perhaps, be more fully realized when it is recalled that \$72,000 for two weeks is the handsomest earnings of \$6,000 a day for every working day the week.

A feature of this showing becomes especially gratifying when it is recalled that every cent of this vast amount is turned directly into the hands and pockets of Richmond workmen, and through them passes to merchants and trades people of every kind.

The Locomotive Works is now employing scarcely less than 2,500 men, or, putting the number of people supported in each family by the skilled workmen there at five, it will be seen that 12,500 of Richmond's \$5,000 population are fed and clothed by this one plant.

SEPARATE SOME WHITE AND NEGRO CHILDREN

(By Associated Press.)
TOPEKA, KANS., February 10.—The State Supreme Court to-day decided that in the absence of a State statute granting such power, boards of education in cities of the second-class have no right to separate negro children from whites in the public schools. The case that brought forth the decision, came from Coffeyville, where "Bud" Cartwright, a negro, demanded that his daughter be admitted to the same schoolroom with white children although a separate room was provided for the negroes.

To-day's decision does not affect that recently rendered by the same court upholding the act passed by the last Legislature, providing for the separation of white and negro children in public schools in cities of the first-class.

MIDDIES HAVE TROUBLES OTHER THAN HAZING

(By Associated Press.)
ANNAPOLIS, MD., February 10.—It has been officially announced that eleven midshipmen of the first class will not receive their diplomas on Monday on account of deficiencies in certain branches, but will be compelled to go to sea and will be re-examined. Among the eleven midshipmen are Robert W. Canabins, Birmingham, Ala.; Claude A. Bonvillian, Houma, La.; William F. Newton, Georgia.

BRITISH LAUNCH GREAT WARSHIP

Dreadnaught is Most Powerful Battleship in World's Navies.

SHIP IS IMMUNE FROM GUN ATTACKS

Big Fighting Craft is Capable at One Discharge of Her Guns, of Throwing Twice As Much Metal As Anything Afloat.

(By Associated Press.)
PORTSMOUTH, ENGL., February 10.—The monster battleship Dreadnaught, which when finished will have cost \$7,500,000, was launched here to-day by King Edward. The ceremony was the most simple imaginable, the King having vetoed all decorations and pageantry on account of the death of his father-in-law, King Christian.

There was a moment of suspense after the King touched the electric button removing the last block, as the huge ship hesitated and appeared reluctant to take the water. But ultimately, she glided down the ways in safety. Among the occupants of the royal stand were the American naval attaché, Lieutenant-Commander John H. Gibbons, and the other attaches, the admiralty officials and a few privileged persons.

Made Good Their Boast.

The launch of the Dreadnaught, the largest and most powerful battleship of the world's navies, marks the first stage in what the British admiralty claim as the greatest achievement in naval construction. On October 2, 1905, only a few days over four months ago, work was commenced at Portsmouth on the vessel, the first of what is to be known as the Dreadnaught class. The promise was made then that she would be launched within six months. The admiralty has more than made good their boast and Britishers have another cause for pride in their navy. Another twelve months, all going well, the Dreadnaught will be commissioned and join the Atlantic fleet, thus testing the previous records in battleship building. The Dreadnaught is a ship of two reasons. She is a ship of the Dreadnaught type. One is the great saving in cost, but the chief reason is that the ship is to some extent an experiment and it is desired to give her a good trial before commencing construction on any more of her class. Great Britain, it will be remembered, was the only power having attaches or observers on Japanese ships during the Russo-Japanese war, while expert British constructors were given every opportunity of learning wherein the ships of Japan proved weak or strong as the case might be.

Profited By Late War.

These men were busy from start to (Continued on Second Page.)

THE WEATHER

Forecast: Virginia—Fair Sunday; Monday fair, somewhat warmer; light to fresh north to easterly winds.
North Carolina—Fair Sunday; Monday fair, warmer in central and western portions; light to fresh northeast winds.

Conditions Yesterday.

Richmond's weather was clear and moderate. Range of the thermometer: 9 A. M. 31 6 P. M. 42 12 M. 40 9 P. M. 35 3 P. M. 46 12 midnight 35 Average 38 1-6.

Highest temperature yesterday 46.

Lowest temperature yesterday 31.

Mean temperature yesterday 37.

Normal temperature for February 36.

Departure from normal temperature 1.

Thermometer This Day Last Year

9 A. M. 31 6 P. M. 39 12 M. 46 9 P. M. 37 3 P. M. 46 12 midnight 32 Average 38 1-3.

Conditions in Important Cities.

(At 8 P. M. Eastern Time.)

Place.	Ther.	High.	T. Weather.
Albany, N. Y.	50	58	Clear
Albany, Ga.	50	58	Clear
Chicago, Ill.	48	56	Clear
Cincinnati, O.	48	56	Clear
Jacksonville, Fla.	52	62	Clear
Key West, Fla.	54	62	P. cloudy
New York City	52	60	Clear
Savannah, Ga.	50	58	Clear
Tampa, Fla.	54	64	P. cloudy
Wilmington	48	56	Clear

Miniature Almanac.

February 11, 1906.
Sun rises 7:05
Sun sets 5:44
Moon rises 8:51
L. H. TIDE.
Morning 6:11
Evening 6:31

JUDGE C. E. NICOL, WHO IS SITTING IN ANNEXATION CASE



TRAIN ROBBERS IN NEW HAMPSHIRE

Staid Old State Given a Taste of Hair-Raising Frontier Life.

KILL ONE OF THE PASSENGERS

Robber Who Held Up Boston and Maine Express Run Down By Posse.

(By Associated Press.)
EXETER, N. H., February 10.—Two burglars who robbed a shoe factory in Dover of \$20 at midnight, and who murdered an Italian laborer in the smoking car of the "Sunrise" Express train, bound from St. John, N. B., for Boivin, at Rockingham Junction, on the Boston and Maine Railroad, early in the morning, were captured this afternoon after an exciting chase of fifteen miles through Rockingham county in which deputy sheriffs, police and citizens participated. The officers and one of the burglars exchanged shots while the man hunt was in progress, but no person was injured. The robbers escaped from the train hands at Rockingham Junction after they shot and killed Giuseppe Giampa, a passenger, who endeavored to leave the smoking car while the railroad men were attempting to detain the burglars.

NEGRO SAVED FROM LYNCHING IN NEW YORK

(By Associated Press.)
NEW YORK, February 10.—A thousand men and boys to-day joined at a squad of policemen, who, with drawn revolvers, protected Clarence Brooks, a negro, from the crowd, which threatened to lynch him. The negro had been pursued through one of the city's busiest centers, after a sensational shooting affray, in which William Mitchell, another negro was killed. Both the shooting and the chase took place on Seventh Avenue, near Thirty-sixth Street, at an hour when the streets were thronged. Brooks, when rescued by mounted policemen from pursuers, was placed in an express wagon, and other policemen surrounded the vehicle. It was then hurried to the nearest police station.

Louisiana Jurist Dead.

(By Associated Press.)
NEW ORLEANS, LA., February 10.—Judge Thomas N. McClellan, chief justice of the Supreme Court of Alabama, died in a private car to-day as the Louisville and Nashville train from Montgomery was entering New Orleans. Death was caused by heart failure. The body will be sent to Athens, Ga., for interment.

JUDGE NICOL TO DECIDE QUICKLY

Said Yesterday That He Wouldn't Need to Consider Long.

LAWYERS WILL ARGUE TWO DAYS

Possibly Three Days Will Be Consumed in the Discussion. Taking of Testimony Concluded—The Case in Judge's Hands Wednesday.

All of the evidence for and against annexation has been heard, and it only remains now for the counsel on either side to present the case to Judge C. E. Nicol, who is to pass upon the question of whether or not Richmond shall extend her corporate limits so as to take in territory that at present belongs to Henrico county. The city concluded its rebuttal testimony about 3 o'clock yesterday afternoon, and an adjournment was ordered until Monday morning at 10 o'clock, when argument will begin.

Judge Nicol will render his decision in the case before the week ends. He made this clear just before adjournment yesterday, when he stated that if the argument of counsel lasted for two days, he would probably consider the matter one day and render his opinion the next day. This statement of the judge brushed aside the conclusion reached by those who had followed the proceedings from their inception that the court would not decide the matter for probably a month.

The proceedings yesterday were mainly upon technical points, and much of the time of the court was taken up with argument of objections raised by the attorneys for the plaintiff and the defendant. In the morning the interests of Major James H. Dooley were defended. Major Dooley himself taking the witness stand to protest against the city including his property within the proposed boundary line. He was in the witness chair for more than an hour and submitted the answer of Mrs. S. M. Dooley. In this answer it is conceded that Richmond be allowed to take in a creek near the Dooley estate and that a portion of this territory be annexed.

Took Issue With Mr. Bowe.

Following the close of the evidence for Major Dooley, who demurred to the city expanding its limits in his direction, came the rebuttal testimony for the city. Members of the Richmond City Council flatly and with some degree of heat took issue with the statements made by Mr. N. W. Bowe, real estate dealer, while he was on the stand, and the legal turn the proceedings took was, to say the least, amusing to the court and to the attorneys present.

Mr. Bowe was placed on the stand last week by the testimony. He opposed annexation and so testified. He was cross-examined and finally excused. Later he voluntarily returned to the witness stand, and in answer to a question from Mr. Meredith, said that the city of Richmond wanted Major Dooley's property for taxation, and nothing else. This statement, made by Mr. Bowe, led City Attorney Pollard to inquire whether or not the witness believed the city to be base enough to entertain such a proposition and cowardly enough not to express it. Mr. Bowe's reply was in the affirmative. Mr. Pollard further asked if Mr. Bowe would name one member of the Council, for the city spoke through its Council, who would be actuated by such motives as had been said by the witness. The question was not answered for the reason that the court held that it was not relevant to the case.

On yesterday, when the testimony of the city was designed to refute this insinuation of Mr. Bowe's, counsel for Henrico raised the objection, and in argument said that Mr. Bowe's answer was not elicited by a question from counsel for the county.

"He was brought here as your witness," said Mr. Meredith.

"His last statements, however, were voluntary on his part, and the county does not claim them. We do not insinuate that the Richmond Council was actuated by any but pure motives," said Mr. Braxton.

"Do you repudiate your witness?" inquired Mr. Pollard.

"Not at all; but this was an answer that the witness voluntarily made, and it was not elicited by the county," replied the attorney for Henrico.

"Well, whose witness is Mr. Bowe?" queried Judge Nicol, in his own peculiar manner, and there was some laughter following the remark.

Mr. Braxton explained that it was very probable that Mr. Bowe was "teased" by the cross-examination, and made the statement without thinking of what it really meant. Mr. Christian, attorney for Major Dooley, said that he would not shoulder the statement of Mr. Bowe, and that his client did not wish the impression to go out that any

VALENTINES FOR THE ENTIRE FAMILY.



GOLLY GEE!

SISSY BOY.

BROTHER



I QUILTS ME JOB.

THE COOK.



OH JOY!

BIG SISTER



I WONDER WHO SENT THIS!

FATHER



I WOULD LIKE TO KNOW WHO SENT THIS!

FATHER



BOO!

LITTLE SISTER